

## Proposed Remits 2022/2023

### REMIT 01

Proposed by Neville Mather

#### **7.1, 7.2, 7.3, 7.4 D**

Change clause for all classes A - K

#### **Existing**

*In all cases of any doubt, or dispute arising regarding the compliance of any vehicle with these Regulations, or the eligibility of any vehicle for any class, the onus shall rest with the competitor to prove compliance, or eligibility.*

#### **Revised**

In all cases of any doubt, or dispute arising regarding the compliance of any vehicle with these Regulations, or the eligibility of any vehicle for any class, the onus shall rest with the competitor **and/or vehicle builder** to prove compliance, or eligibility.

#### **Rationale**

Often vehicles are built on behalf of a competitor and the competitor may not know the specifics to prove their vehicle complies, whereas the vehicle builder does.

### REMIT 02

Proposed by Neville Mather

#### **6.2 b)**

#### **Existing**

*The size of the pipe to be used is to be determined by the overall weight of the vehicle and unsupported span as follows:*

- vehicles up to 1000kgs - minimum 25mm nominal bore; maximum unsupported span of 1200mm
- vehicles over 1000kgs up to 1500kgs - minimum 32mm nominal bore, maximum unsupported span of 1400mm
- vehicles over 1500kgs up to 2000kgs - minimum 40mm nominal bore, maximum unsupported span of 1600mm
- vehicles over 2000kgs - minimum 50mm nominal bore, maximum unsupported span of 1800mm

#### **Revised**

The size of the pipe to be used is to be determined by the overall weight of the vehicle and unsupported span as **below. Overall weight is based on the vehicle being competition ready. Competition ready includes a full tank of fuel and with appropriate levels of fluids in diffs, engine, transfer case, gearbox/trans and coolers.**

- vehicles up to 1000kgs - minimum 25mm nominal bore; maximum unsupported span of 1200mm
- vehicles over 1000kgs up to 1500kgs - minimum 32mm nominal bore, maximum unsupported span of 1400mm
- vehicles over 1500kgs up to 2000kgs - minimum 40mm nominal bore, maximum unsupported span of 1600mm
- vehicles over 2000kgs - minimum 50mm nominal bore, maximum unsupported span of 1800mm

#### **Rationale**

Clear up any grey area when vehicles are weighted

### REMIT 03

Proposed by Korey St Clare

#### Page 38, section 7 - vehicle classes; O) TYRES a) E Class –

**Existing:** "maximum tyre size for super production vehicles will be 33 x 14.5" or metric equivalent as per manufacturers specifications or as marked on tyrewall."

**Change to:** "E-Class - "maximum tyre size for super production vehicles will be 35 x 14.5" or metric equivalent as per manufacturers specifications or as marked on the tyrewall.""

**Reason:** want to bring it to 35s so its even playing field on tyre size, e and f can compete evenly, and potentially throw a spanner in the works against j and k for more competition on points

### REMIT 04

Proposed by Daniel Howat

#### 2.10 Design Safety Team B)

*"All roll cage failures will require inspection by the Design Safety Team who shall be elected at each Annual General Meeting of the NCC and who may make recommendations which will be incorporated in these regulations as a supplementary regulation until the change can be included in these regulations by the remit process."*

**Change to:**

"All roll cage failures will require inspection by the Design Safety Team who shall be elected at each Annual General Meeting of the NCC and who may make recommendations which will be incorporated in these regulations as a supplementary regulation until the change can be included in these regulations by the remit process. **If the supplementary regulation fails to be voted into these regulations, then it cannot be incorporated as a supplementary regulation for the following season(s).**"

**Reason:**

To clarify how long recommendations by the DST can be issued as a supplementary regulation, as well as upholding the wishes of competitors.

### REMIT 05

Proposed by Daniel Howat

#### 3.2 Safety Critical Items

"Recommendations:

- a) Helmets should be replaced at least every seven (7) years.
- b) Helmets (when not in use) should be kept in helmet bags.
- c) In the case of a severe impact the helmet should be destroyed.
- d) Foam neck braces may be used for the purpose of driver comfort, providing they are made entirely of fire-resistant material."

**Change to:**

"Recommendations:

- a) Helmets should be replaced at least every seven (7) years.
- b) Helmets (when not in use) should be kept in helmet bags.
- c) In the case of a severe impact the helmet should be destroyed.
- d) Foam neck braces may be used for the purpose of driver comfort, providing they are made entirely of fire-resistant material. **If foam neck braces are to be used during the event, they must be worn throughout each section. "**

**Reason:**

200 points to rollcage polishers! It's a bad look to see photos of us tumbling down a hill with a part of our PPE strapped to a buggy, rather than the loose nut behind the wheel.

## **REMIT 06**

Proposed by Daniel Howat

### **7.1 I) a), 7.2 E) a), 7.3 I) a), 7.4 I) a), 7.5 E) a). Seat Belts**

*"A full harness seat belt with a 4 point mounting is the minimum requirement. Seat belts must be a factory made harness system providing over shoulder and thigh restraint and crutch (minimum of 5 belts), with a single clasp (preferably of lever action) and must be worn correctly and be in good condition."*

### **7.1 I) b), 7.2 E) b), 7.3 I) b), 7.4 I) b), 7.5 E) b). Seat Belts**

*"Seat Belt mounting points to be as per the belt manufacturers recommendations for the seating position adopted. Onus is on competitor to provide documentation to support."*

#### **Change to:**

"A full harness seat belt with a 4 point mounting is the minimum requirement. Seat belts must be a factory made harness system providing over shoulder and thigh restraint and crutch (minimum of 5 belts), with a single clasp (preferably of lever action). **Seat belts must be in good condition i.e. no signs of damage in seat belt material such as significant sun fading/hardness, cuts and fraying.**

*"Seat Belt mounting points to be as per the belt manufacturers recommendations for the seating position adopted **and must be worn correctly.** Onus is on competitor to provide documentation to support."*

#### **Reason:**

To clarify what "good condition" means for seatbelts without introducing the 5 year manufacturer recommendation.

## **REMIT 07**

Proposed by Daniel Howat

### **7.5 (and all other affected areas) SUPER LIMITED MODIFIED VEHICLES – CLASSES J & K**

#### **Rename to:**

**MODIFIED VEHICLES – CLASSES H & I**

#### **Reason:**

Tidy up of rulebook, Super Limited Modified is a mouthful and can be simplified. The alphabet doesn't skip letters unless its ya first go at it.

## **REMIT 08**

Proposed by Daniel Howat

### **7.4 PRODUCTION VEHICLES – CLASS G**

#### **Introduce (and move rest down):**

*g) "Original doors may be replaced with non-standard doors, or removed."*

#### **Reason:**

Rules currently state that G Class vehicles must use factory doors unlike A & B. The factory doors would be easily damaged and annoying to repair, so I believe they should be able to replace/remove them.

## **REMIT 09**

Proposed by Daniel Howat

### **7.4 O) FUEL SYSTEM**

*"Vehicles must use the factory fitted fuel system, which may include turbo-chargers, super[1]chargers, and/or petrol injection, but may not use aftermarket units."*

#### **Change to:**

- a. *Vehicles must use the factory fitted fuel system, which may include turbo-chargers, super-chargers, and/or petrol injection, but may not use aftermarket units **except for the usage of aftermarket fuel pumps.***
- b. ***Vehicles may move their fuel tank within the confines of the vehicle and/or replace their fuel tank with an aftermarket unit.***

#### **Reason:**

Most factory vehicles have their fuel tank positioned underneath the rear which get dented with off-road use. This remit is to allow the use of fuel cells and for the fuel tank to be repositioned above the floor as standard in A/B/E/F class.

## **REMIT 10**

Proposed by Daniel Howat

### **7.4 V) RIMS**

*"a) Inside track of wheel must not be widened"*

**~~-Remove-~~**

#### **Reason:**

Hard to find information of the factory inside track of vehicles

## **REMIT 11**

Proposed by Phillip Walton

### **7.5 SUPER LIMITED MODIFIED VEHICLES - CLASSES J & K**

#### **I) BRAKES**

*b) Independent wheel brakes may be fitted to either the front or rear of the vehicle but not both.*

#### **Change to**

I) BRAKES

b) Independent wheel brakes may be fitted to the front and rear of the vehicle.

#### **Reason:**

J and K class have been had only had a few competitors the last 3 years. We currently have 9 classes and over 90% of the field sits in C and D. Adding the extra wheel brakes opens the two classes up to entice more competitors to likely enter an existing vehicle in the sport or new comers with a lower cost new build solution without feeling like it's quite a step down from C and D in terms of vehicle capability. It creates an added fun factor for the team operating 4 brakes. Would be cool to see 4 out of 9 classes being more capable trucks not limited so much by turning a corner...

## **REMIT 12**

Proposed by Glenn DAth

### **Remove non class specific items from the class sections.**

Note: For any passed remits that relate, the section numbering will also be updated as below.

**Reason:** With the class specific rules only being able to be changed by remit every 3 years, anything that is not class specific and in the section 7 series has the same restriction. For example seat belts, fire extinguishers, and tow hooks.

### **Page 20**

#### **From:**

SECTION SIX - ROLL CAGES/ROOF PLATES  
ROLL CAGES

#### **To:**

SECTION SIX – MANDATORY VEHICLE REQUIREMENTS  
ROLL CAGES

### **Page 26**

#### **Add:**

6.11 – All vehicles must have the following:

- a) A roll cage and roof plate that complies with Section 6. Vehicle modifications required to install a roll cage compliant with Section 6 shall be allowed, e.g. holes through the floor.
- b) Seat belts for driver and co-driver.
  - i) A full harness seat belt with a 4 point mounting is the minimum requirement. Seat belts must be a factory made harness system providing over shoulder and thigh restraint and crutch (minimum of 5 belts), with a single clasp (preferably of lever action) and must be worn correctly and be in good condition.
  - ii) Seat Belt mounting points to be as per the belt manufacturers recommendations for the seating position adopted. Onus is on competitor to provide documentation to support.
  - iii) The use of inertia reel type seat belts is forbidden
- c) Hand grips for navigator/co-driver must be fitted within the confines of the roll cage and body.
- d) Crash helmets for driver and co-driver.
- e) Tow Hooks securely fitted with a minimum plate thickness of 6mm to the front and the rear of the chassis of the vehicle. Tow balls will not be permitted.
- f) An operable fire extinguisher of not less than .9kg (2lb) Dry Powder or foam equivalent, and must be securely mounted in an accessible place. The fire extinguishers gauge must read in the green, the extinguisher must be in good condition and have a five year statutory pressure test\service life.
- g) Fuel tight caps fitted to all fuel tanks.
- h) Two throttle springs fitted, with at least one to the carburettor butterfly shaft, unless fuel injected, then only one spring needed as supplied by manufacturer.
- i) WHEELS
  - i) Competitors may present for scrutineering, any number of sets of rims with tyres fitted, and so long as these pass scrutineering, shall compete on one set (four rims and tyres) selected prior to the start of the event.
  - ii) Changes to the selected set will only be permitted if tyre is punctured or the rim is deformed and only the damaged wheel may be changed.
- j) A bonnet which completely covers the engine bay (bonnet scoops and side ventilation permitted).
- k) Adequate firewall and floor panels, etc. to protect the occupants from engine, running gear, and the ground.
- ~~l) All vehicles must have mudguards.~~
- l) If operating on, carrying LPG, a current Alternative Fuel System Certificate of Fitness, which must be presented at scrutineering.
- m) An efficient muffler, or spark arrestor.
- n) Lubricants in gearboxes, transfer boxes, and differentials. Any type of lubricant may be used.
- o) Foot restraints at no less than 100mm from floor to be fitted, or incorporated into body design
- p) Seats must be mounted securely and be in good condition. Back and head must be supported by either full back or combination high back seat and head rest as in fig 5, p46-23. There must be a support bar spanning the main hoop behind both seats to be constructed of 1" NB pipe and be positioned above  $\frac{3}{4}$  of the height of the seat. An equal

structure for the support of the rear of the seat may be used but must satisfy the national scrutineers that it will do the same job. This bar may be removable by using a tongue and gusset type mount.

q) A main hydraulic braking system, working on all four wheels when foot brakes are applied.

r) Flexible brake lines shall be used where required and are to be anchored as per recognised automotive standards

6.12 - All vehicles MAY have the following:

a) Any of the following fuels: Petrol, Diesel, or LPG. If LPG is used, or carried, the system must have been installed by an Authorised Person, and must comply with the requirements of each class as to carburettor venturi number and size.

b) A protective bulkhead, or partition between any fuel tank and the driver/co-driver compartment, sufficient to prevent the passage of flame or liquid. While not mandatory, it is strongly recommended that such protection is fitted.

c) A spare wheel, if carried must be securely mounted.

d) Dive bottles, or similar apparatus. If carried these bottles must be securely mounted, and must run through a regulator with the output pressure set to a maximum of 150 psi, and only an inert (non-inflammable) gas may be used.

e) Snorkels fitted to the air intake.

f) All blinkers, headlights and tail lights may be removed.

g) A parking brake, independent of the main hydraulic braking system, capable of holding the vehicle at rest on a grade of 1 in 5.

h) Beadlocks

i) Tubes fitted in all tyres to be used in competition

~~j) Vehicles may have mudguards (C/D, J/K)~~

~~j) Factory gauges and gauge panels can be replaced provided replacements fit within the original factory dash. (A/B, E/F, G)~~

6.13 - All vehicles MUST NOT have the following:

a) Exposed exhaust systems fitted in such a manner as to be likely to cause injury or burns.

b) Radiators, fans, or drive belts mounted on the roll cage, or in any other exposed position on the vehicle so as to be capable of causing injury to any person.

c) Mud guards, or any other part of the body, with sharp outer edges, or other protrusions which could cause injury.

d) Any loose, or insecure equipment, parts, or tools.

e) Any loose mats, insulation, interior panels, or trim.

f) Agricultural tyres. An agricultural tyre is defined as any tyre, not legal for road use or speed rated for less than 30 Kph, having the clearance area exceeding 58% of tread area at 6 psi.

g) Tyre tread patterns intentionally altered in any way.

h) Chains, or tyres spikes.

### **Page 27, 28 & 29 (A & B class)**

#### **Delete:**

Sections 7.1 F, G, H, I and J

#### **Add:**

Section 7.1 F) Compliance with section 6, MUST have requirements.

Section 7.1 G) Compliance with section 6, MAY have requirements, and:

- i) Factory gauges and gauge panels can be replaced provided replacements fit within the original factory dash.

Section 7.1 H) Compliance with section 6, MUST NOT have requirements.

### **Page 32, 33 & 34 (C & D class)**

#### **Delete:**

Sections 7.2 A, B, C, E and F

#### **Add:**

Section 7.2 A) Compliance with section 6, MUST have requirements.

Section 7.2 B) Compliance with section 6, MAY have requirements, and:

- i) Vehicles may have mudguards

Section 7.2 C) Compliance with section 6, MUST NOT have requirements.

### **Page 35, 36 & 37 (E & F class)**

#### **Delete:**

Sections 7.3 F, G, H, I and J

**Add:**

Section 7.3 F) Compliance with section 6, MUST have requirements.

Section 7.3 G) Compliance with section 6, MAY have requirements, and:

- i) Factory gauges and gauge panels can be replaced provided replacements fit within the original factory dash.

Section 7.3 H) Compliance with section 6, MUST NOT have requirements.

**Page 40, 41 & 42 (G class)**

**Delete:**

Sections 7.4 F, G, H, I and J

**Add:**

Section 7.4 F) Compliance with section 6, MUST have requirements.

Section 7.4 G) Compliance with section 6, MAY have requirements, and:

- i) Factory gauges and gauge panels can be replaced provided replacements fit within the original factory dash.

Section 7.4 H) Compliance with section 6, MUST NOT have requirements.

**Page 44 & 45 (J & K class)**

**Delete:**

Sections 7.5 A, B, C, E and F

**Add:**

Section 7.5 A) Compliance with section 6, MUST have requirements.

Section 7.5 B) Compliance with section 6, MAY have requirements, and:

- i) Vehicles may have mudguards

Section 7.5 C) Compliance with section 6, MUST NOT have requirements.

## **Remit 13**

Proposed by Jacob DAth

### **Adding a new class for single-seater vehicles**

**Reason:** Adding this class would allow for cheaper four-wheel driving and making it more accessible to new competitors. This class also provides a class for younger drivers to enter our sport. The class alone does not achieve this but review of age eligibility in following years could achieve this. Note that the review of age eligibility for competition is outside this remit.

In section 4.1 b)

**Add in alphabetical order:**

Class I - 1-4 cylinder single seater

In section 4.2 a) entry form

**Current:**

Class Being Entered: A B C D E F G J K (circle)

**Add before "J" above:**

I

In section 7.5 (If class H remit has passed, delete the section below that moved J&K class from this remit)

**Replace:**

7.5 SUPER LIMITED MODIFIED VEHICLES - CLASSES J & K

**Add:**

7.7 SUPER LIMITED MODIFIED VEHICLES - CLASSES J & K

**Add:**

7.6 SINGLE SEATED VEHICLES - CLASS I

Following the 2007 AGM, all vehicle class rules can only be changed by remit every third year.

i.e.: 2022, 2025

A) All vehicles MUST have the following:

- a) A roll cage and roof plate that complies with Section 6.
- b) Seat belt for driver
- c) Crash helmet for driver
- d) Tow Hooks securely fitted with a minimum plate thickness of 6mm to the front and the rear of the chassis of the vehicle. Tow balls will not be permitted.
- e) An operable fire extinguisher of not less than .9kg (2lb) Dry Powder or foam equivalent and must be securely mounted in an accessible place. The fire extinguisher's gauge must read in the green, the extinguisher must be in good condition and have a five year statutory pressure test\service life.
- f) Fuel tight caps fitted to all fuel tanks.
- g) Two throttle springs fitted, with at least one to the carburettor butterfly shaft, unless fuel injected, then only one spring needed as supplied by manufacturer.
- h) A protective bulkhead, or partition between any fuel tank and the driver compartment, sufficient to prevent the passage of flame or liquid.
- i) A bonnet which completely covers the engine bay. (bonnet scoops and side ventilation permitted).
- j) Adequate firewall and floor panels to protect the occupant from engine, running gear, and the ground.
- k) A maximum engine capacity of 1600cc
- l) An efficient muffler, or spark arrestor.
- m) Lubricants in gearboxes, transfer boxes, and differentials. Any type of lubricant may be used.
- n) Foot restraints at no less than 100mm from floor to be fitted, or incorporated into body design.
- o) Seat must be mounted securely and be in good condition. Back and head must be supported by either full back or combination high back seat and head rest as in fig 5, p16. There must be a support bar spanning the main hoop behind the seat to be constructed of 1" NB pipe and be positioned above  $\frac{3}{4}$  of the height of the seat. An equal structure for the support of the rear of the seat may be used but must satisfy the National Scrutineers that it will do the same job. This bar may be removable by using a tongue and gusset type mount.



p) A main hydraulic braking system, working on all four wheels when foot brakes are applied. Where inline wheel brake master cylinders are used, there must be a mechanical stop so as not to allow the piston to come out, if the circlip and/or groove is broken.

q) Flexible brake lines shall be used where required and are to be anchored as per recognised automotive standards.

B) All vehicles MAY have the following:

a) Any of the following fuels: Petrol or Diesel

b) Dive bottles, or similar apparatus. If carried these bottles must be securely mounted, and must run through a regulator with the output pressure set to a maximum of 150 psi, and only an inert (non-inflammable) gas may be used.

c) Snorkels fitted to the air intake.

d) A parking brake, independent of the main hydraulic braking system, capable of holding the vehicle at rest on a grade of 1 in 5.

e) Beadlocks

f) Tubes fitted in all tyres to be used in competition.

g) Vehicles may have mudguards

C) All vehicles MUST NOT have the following:

a) Exposed exhaust systems fitted in such a manner as to be likely to cause injury or burns.

b) Radiators, fans, or drive belts mounted on the roll cage, or in any other exposed position on the vehicle so as to be capable of causing injury to any person.

c) Mud guards, or any other part of the body, with sharp outer edges, or other protrusions which could cause injury.

d) Any loose, or insecure equipment, parts, or tools.

e) Any loose mats, insulation, interior panels, or trim.

f) Agricultural tyres. An agricultural tyre is defined as any tyre, not legal for road use or speed rated for less than 30 Kph, having the clearance area exceeding 58% of tread area at 6 psi.

g) Tyre tread patterns intentionally altered in anyway.

h) Chains, or tyres spikes.

i) Any occupants other than the driver.

D) In all cases of any doubt, or dispute arising regarding the compliance of any vehicle with these Regulations, or the eligibility of any vehicle for any class, the onus shall rest with the competitor to prove compliance, or eligibility.

E) SEAT BELT

a) A full harness seat belt with a 4 point mounting is the minimum requirement. The seat belt must be a factory made harness system providing over shoulder and thigh restraint and crutch (minimum of 5 belts), with a single clasp (preferably of lever action) and must be worn correctly and be in good condition.

b) Seat Belt mounting points to be as per the belt manufacturers recommendations for the seating position adopted. Onus is on competitor to provide documentation to support.

c) The use of inertia reel type seat belts is forbidden.

F) WHEELS

a) Competitors may present for scrutineering, any number of sets of rims with tyres fitted, and so long as these pass scrutineering, shall compete on one set (four rims and tyres) selected prior to the start of the event.

b) Changes to the selected set will only be permitted if tyre or rim damage results in the vehicle not being able to continue, and only the damaged wheel may be changed.

G) TYRES

I Class - Maximum tyre size for Super Modified Vehicles will be 31" x 12.5" or metric equivalent as per manufacturers specifications or as marked on tyre wall.

H) DIFFERENTIALS

Super Limited Modified vehicles may have any form of modifications to differentials except as follows;

a) Vehicles may not have any form of locking devices or limited slip etc.in differentials or on axles, whether factory fitted or aftermarket.

I) SINGLE SEATED vehicles may have any form of modification to, or transplant of the following:

a) Body

b) Chassis

c) Engine

d) Cooling System

e) Gearbox and/or transfer case

- f) Clutch
- g) Ignition System
- h) Fuel System
- i) Steering
- j) Exhaust
- k) Brakes
- l) Suspension
- m) Rims
- n) Electrical System
- o) Seat

J) SINGLE SEATED vehicles may modify or remove any other parts, fittings, or accessories not listed above, provided the vehicle complies with all other requirements of these Regulations.

In section 9.2 crew rules b)

**Replace:**

B) Only one passenger (co-driver) must be carried on the vehicle during observed sections, and that co-driver shall remain seated beside the driver throughout all observed sections.

**With:**

B) Only one passenger (co-driver) must be carried on the vehicle during observed sections, and that co-driver shall remain seated beside the driver throughout all observed sections. (Except for I Class)

## **REMIT 14**

Proposed by Jacob DAth

### **Adding a new class for electric only vehicles**

**Reason:** At the moment there is limited classes for electric vehicles to compete in, and by making this class it allows for a new variety of vehicles to enter our sport. Also it makes our sport cleaner for the future.

In section 4.1 b)

#### **Replace :**

Class A - 0-4 cylinder production modified

Class B - 5 + cylinder production modified (exceeding 1300kg manufacturer's kerb weight for make & model)

Class C - 0-4 cylinder super modified

Class D - 5 + cylinder super modified

Class E - 0-4 cylinder super production

Class F - 5 + cylinder super production (exceeding 1300kg manufacturer's kerb weight for make model)

Class G - 0 + cylinder production

Class J - 0-4 cylinder super limited modified (2016)

Class K - 5+ cylinder super limited modified (2016)

#### **With:**

Class A - 1-4 cylinder production modified

Class B - 5 + cylinder production modified (exceeding 1300kg manufacturer's kerb weight for make & model)

Class C - 1-4 cylinder super modified

Class D - 5 + cylinder super modified

Class E - 1-4 cylinder super production

Class F - 5 + cylinder super production (exceeding 1300kg manufacturer's kerb weight for make model)

Class G - 1 + cylinder production

Class H – Electric only vehicles

Class J - 1-4 cylinder super limited modified

Class K - 5+ cylinder super limited modified

In section 4.2 a) entry form

#### **Current:**

Class Being Entered: A B C D E F G J K (circle)

#### **Add after "G" above:**

H

In section 7.5

#### **Replace:**

7.5 SUPER LIMITED MODIFIED VEHICLES - CLASSES J & K

#### **With:**

7.7 SUPER LIMITED MODIFIED VEHICLES - CLASSES J & K

#### **Add:**

7.5 ELECTRIC VEHICLES - CLASS H

Following the 2007 AGM, all vehicle class rules can only be changed by remit every third year.

ie: 2022, 2025

A) Any competitor who deliberately enters an Electric Class Vehicle with any modification other than permitted in these Regulations, will lose all points gained, and be banned from competing in the rest of the series.

B) In all cases of any doubt, or dispute arising regarding the compliance of any vehicle with these Regulations, or the eligibility of any vehicle for any class, the onus shall rest with the competitor to prove compliance, or eligibility.

C) All vehicles MUST have the following:

a) A roll cage and roof plate that complies with Section 6. Vehicle modifications required to install a roll cage compliant with Section 6 shall be allowed, e.g. holes through the floor.

b) Seat belts for driver and co-driver.

- c) Hand grips for navigator/co-driver must be fitted within the confines of the roll cage and body.
- d) Crash helmets for driver and co-driver.
- e) Tow Hooks securely fitted with a minimum plate thickness of 6mm to the front and the rear of the vehicle. Tow balls will not be permitted.
- f) One operable fire extinguishers of not less than .9kg (2lb) Dry Powder or foam equivalent (ABE), and must be securely mounted in an accessible place. Two or more operable fire extinguishers of not less than .9kg (2lb) Dry Powder for Class D fires, and must be securely mounted in an accessible place. The fire extinguisher's gauge must read in the green, the extinguisher must be in good condition and have a five year statutory pressure test\service life.
- g) Fire wall between batteries and occupants.
- h) Throttle spring fitted to pedal.
- i) A bonnet which completely covers the motor bay(s). (bonnet scoops and side ventilation permitted).
- j) Adequate firewall and floor panels, etc. to protect the occupants from battery, driveline and the ground.
- k) Adequate protection of the battery and electrical components from ground and driveline
- l) If operating on batteries, a certified auto electrician or similar must certify the electronic system
- m) Foot restraints at no less than 100mm from floor to be fitted, or incorporated into body design.
- n) Seats must be mounted securely and be in good condition. Back and head must be supported by either full back or combination high back seat and head rest as in fig 5, p16. There must be a support bar spanning the main hoop behind both seats to be constructed of 1" NB pipe and be positioned above  $\frac{3}{4}$  of the height of the seat. An equal structure for the support of the rear of the seat may be used but must satisfy the National Scrutineers that it will do the same job. This bar may be removable by using a tongue and gusset type mount.
- o) A main hydraulic braking system, working on all four wheels when foot brakes are applied, or engine braking working on all four wheels.
- p) Flexible brake lines shall be used where required and are to be anchored as per recognised automotive standards.
- q) Vehicle must operate on battery power only, no external or internal generators are allowed to operate on the vehicle.

D) All vehicles MAY have the following:

- a) A spare wheel, if carried must be securely mounted.
- b) Dive bottles, or similar apparatus. If carried these bottles must be securely mounted and must run through a regulator with the output pressure set to a maximum of 150 psi, and only an inert (non-inflammable) gas may be used.
- c) A parking brake, independent of the main hydraulic braking system, capable of holding the vehicle at rest on a grade of 1 in 5.
- d) Beadlocks.
- e) Tubes fitted in all tyres to be used in competition

E) All vehicles MUST NOT have the following:

- a) Radiators, fans, or drive belts mounted on the roll cage, or in any other exposed position on the vehicle so as to be capable of causing injury to any person.
- b) Mud guards, or any other part of the body, with sharp outer edges, or other protrusions which could cause injury.
- c) Any loose, or insecure equipment, parts, or tools.
- d) Any loose mats, insulation, interior panels, or trim.
- e) Tyre tread patterns intentionally altered in any way.
- f) Chains, or tyres spikes.
- g) Exposed electrical components.

F) SEAT BELTS

- a) A full harness seat belt with a 4 point mounting is the minimum requirement. Seat belts must be a factory made harness system providing over shoulder and thigh restraint and crutch (minimum of 5 belts), with a single clasp (preferably of lever action) and must be worn correctly and be in good condition.
- b) Seat Belt mounting points to be as per the belt manufacturers recommendations for the seating position adopted. Onus is on competitor to provide documentation to support.
- c) The use of inertia reel type seat belts is forbidden.

G) WHEELS

- a) Competitors may present for scrutineering, any number of sets of rims with tyres fitted, and so long as these pass scrutineering, shall compete on one set (four rims and tyres) selected prior to the start of the event.

b) Changes to the selected set will only be permitted if tyre or rim damage results in the vehicle not being able to continue, and only the damaged wheel may be changed.

#### H) TYRES

Maximum tyre size for vehicles will be 35" x 12.5" or metric equivalent as per manufacturers specifications or as marked on tyre wall.

#### I) ELECTRICAL SYSTEM

Electrical system may be modified as follows:

a) Wiring and electrical components may be replaced with non-standard parts.

b) Electrical components must be waterproofed by using spray-on or other similar waterproofing treatments to protect occupants from electrical shocks.

#### J) BATTERY

a) batteries may only be lithium-ion batteries

#### K) BRAKES

a) Independent wheel brakes may be fitted to the front and rear of the vehicle or equivalent electronic braking system.

#### L) ELECTRIC VEHICLES may have any form of modification to, or transplant of the following:

a) Body

b) Chassis

c) Motor

d) Cooling System

e) Gearbox and/or transfer case

f) Battery(s)

g) Steering

h) Differentials

i) Brakes

j) Suspension

k) Rims

l) Electrical System

m) Seats

### **REMIT 15**

Proposed by ENCC

#### ***Existing:***

##### *1.4 QUALIFICATION FOR NATIONAL SERIES PLACINGS*

*A) The ENCC shall determine the number of trials from which eligibility for National and Zone Championship awards or placings shall derive, and the number of trials to be counted towards a National and Zone placing.*

#### **Change to:**

##### **1.4 QUALIFICATION FOR NATIONAL SERIES PLACINGS**

A) To be eligible for the National Championship awards or placings, a competitor must be deemed a finisher in at least three National events. The number of trials that are counted for end of season placings for national championship shall be one less than the number of trials ran in that season. (ie. Best 5 from 6)

B) To be eligible for the Zone Championship awards or placings, a competitor must be deemed a finisher in at least two Zone events. And the number of Trials that are counted for end of season placings for zone championship shall be the number of trials ran in that zone. (ie. Best 3 from 3)

#### **And insert 'Pandemic Clause':**

C) If a number of competitors cannot attend one or more national trial because of a 'significant international/national event' beyond their control (eg. A pandemic and lockdown) The number of trials that are counted for end of season placings for national championship shall be one less than the number of trials that **all** competitors were able to attend if they so wanted. And the number of zone events that are counted for end of season placings for zone championship shall be the number of zone trials that **all** competitors were able to attend if they so wanted.

**Reason:**

Going back to the old rules that have been lost, it was intended this procedure would continue but could be altered by ENCC if needed, but this got lost when rules were updated.

Current rules don't specify when the ENCC determines these (Though it was intended it was before a season) and this lays out a clear rule where everyone knows what to expect for an upcoming season.

**REMIT 16**

Proposed by ENCC

**Remove:**

*1.3 RESULTS*

*A) a) Clubs hosting an event shall display the results for each section at least half an hour before they are announced as the provisional result.*

**Reason:**

Tidying up rule book- National scorer does the scoring on the day not the clubs anymore and this is covered under 2.7 E) anyway.....

**REMIT 17**

Proposed by ENCC

**IN ALL CLASS SECTIONS:**

**Existing:**

*f) An operable fire extinguisher of not less than .9kg (2lb) Dry Powder or foam equivalent and must be securely mounted in an accessible place. The fire extinguishers gauge must read in the green, the extinguisher must be in good condition and have a five year statutory pressure test service life.*

**Change to:**

*f) Two operable fire extinguishers of not less than .9kg (2lb) each Dry Powder and must be securely mounted in an accessible place. The fire extinguisher's gauge must read in the green, the extinguishers must be in good condition and have a five year statutory pressure test service life. And the extinguishers shall be visible from outside the vehicle OR a Fire Extinguisher sticker (Red and white, minimum 70mm wide, 100mm tall) be applied to the panel that the extinguishers is behind*

**Reason:**

Remove Foam extinguishers as there now considered an environmental issue, and make extinguishers either visible or stickers for their location visible from outside the vehicle.

And increase the total capacity of extinguisher in each truck to 1.8kg as a 0.9kg may not be enough to properly extinguish a fire.

**REMIT 18 (not required if Remit 17 passed)**

Proposed by ENCC

**IN ALL CLASS SECTIONS:**

**Existing:**

*f) An operable fire extinguisher of not less than .9kg (2lb) Dry Powder or foam equivalent, and must be securely mounted in an accessible place. The fire extinguisher's gauge must read in the green , the extinguisher must be in good condition and have a five year statutory pressure test service life.*

**Change to:**

*f) An operable fire extinguisher of not less than .9kg (2lb) Dry Powder and must be securely mounted in an accessible place. The fire extinguisher's gauge must read in the green, the extinguisher must be in good condition and have a five year statutory pressure test service life. And the extinguisher shall be visible from outside the vehicle OR a Fire Extinguisher sticker (Red and white, minimum 70mm wide, 100mm tall) be applied to the panel that the extinguisher is behind*

**Reason:**

Remove Foam extinguishers as there now considered an environmental issue and should only be used by ENCC or approved people and make extinguishers either visible from the outside or stickers for their location visible from outside the vehicle.

**REMIT 19**

Proposed by ENCC

**Remove:**

2.3 STEWARDS

*F) All roll overs of more than 90 degrees shall be recorded in a Roll Over Register by course stewards. This register is to be updated and made available to scrutineers before the next trial to assist in checking roll cages.*

**Reason:**

All Cages are thoroughly inspected these days and a roll over register is not necessary, it also doesn't record rollovers form non-national events (ie play days or club champs)

**REMIT 20**

Proposed by ENCC **New Rule**

Section 3.4 fluid safety

- 1/ All fuel tanks to be mounted in a safe and secure way
- 2/ Fuel filler hoses or extensions and caps are to be secure and not leak in roll overs. Use only fuel rated lines.
- 3/ All breathers fitted to fuel/oil tanks must not leak in a roll over. They must be set up correctly.
- 4/ All fuel pumps must be wired so that they can be shut down with the main battery kill switch. .
- 5/ All breathers on trans/gearboxes/powersteering etc must not leak fluids in roll overs.

**Reason**

To clearly outline the safety requirements around fuel tanks and fluid retention for all classes

## **REMIT 21**

Proposed by ENCC

Section 7 Or 6.11

### **Existing:**

- p) *Seats must be mounted securely and be in good condition. Back and head must be supported by either full back or combination high back seat and head rest as in fig 5, p23. There must be a support bar spanning the main hoop behind both seats to be constructed of 1" NB pipe and be positioned above  $\frac{3}{4}$  of the height of the seat. An equal structure for the support of the rear of the seat may be used but must satisfy the national scrutineers that it will do the same job. This bar may be removable by using a tongue and gusset type mount.*

### **Change to:**

- p) Seats must be mounted securely as per manufacturer recommendations and be in good condition. Back and head must be supported by either full back or combination high back seat and head rest as in fig 5, p23. There must be a support bar spanning the main hoop behind both seats to be positioned above  $\frac{3}{4}$  of the height of the seat this must make contact with the rear of the seats. An equal structure for the support of the rear of the seat may be used but must satisfy the national scrutineers that it will do the same job. Change fig 5 to show support bar in contact with seats Reasoning: To clear up any misunderstanding of the rules, without this support bar some brands of seats can flex and fatigue, and or break. This can cause harnesses to loosen off and the safety of the occupants to be compromised.

***Change fig 5 to show support bar in contact with seats***

### **Reasoning:**

To clear up any misunderstanding of the rules, without this support bar some brands of seats can flex and fatigue, and or break. This can cause harnesses to loosen off and the safety of the occupants to be compromised.



## **REMIT 22**

Proposed by ENCC **new rule**

### 8.6 STATIC / SUDDEN STOP

A static stop / sudden stop is created by the design of a section that doesn't allow for two forms of directions of movement when jumping, rolling, or driving forward. Consideration needs to be given to minimising static or sudden stops in course design to minimise competitor injury. Stewards to also consider when reviewing the course.

#### **BACKGROUND INFO** (not included as a rule)

Types of Static stops / Sudden stops:

##### **1. Jumping**

Identified risk--Situation were the lip at the top of a hill is vertical or with a turn back- This creates a situation were the vehicle and its occupants could be pushed to jump directly skywards and land with no forward momentum, so you have a pan cake landing were the vehicle lands stationery and compression of suspension will be maximised.

##### **Risk with a pan cake landing-**

- The suspension compression is so severe that the shocks go to full pump and some vehicles have little or no hydraulic stops this can cause spinal and neck injury when suspension bottoms out
- The suspension compression on landing reduces the frame/ body height distance off the ground, this can reduce chassis rail ground clearance in the centre of the truck to 200mm in some cases from the ground. If by any chance the centre of the chassis encounters the ground before the suspension has finished its cycle the occupants will bear full impact shock loading which may cause Neck and spinal injury through impact compression
- The Pan Cake landing could be on an uneven surface which could cause extreme whiplash

##### **These situations can very much reduced if there is**

- i) The top lip on the hill face is reduced
- ii) Speed cannot be carried onto the face of the hill where the lip is situated
- iii) you create a turn to the left or right at the very top of the hill to reduce the chance of people carrying speed onto the lip face
- iv) The ground in the landing area is on the downhill face
- v) The ground in the landing **area is smooth**

##### **2. Direct impact Front/ Roof**

Identified risk--Situation where an approach to a vertical bank has zero lead in or run on to the vertical bank where the approach is at speed of 5km/h or more?

OR

The vehicle and its occupants have the potential to attempt to jump across a ditch or road and if they were to fail the impact could be on the vertical face on the opposing bank. This includes speed sections were if organisers are wanting to see vehicles and occupants jumping. In this situation a down ramp or run off should be provided on the landing side to ensure two forms of movement are carried. There should be no jumping of a road or ditch where there is potential for front impact into an opposing bank

It is important to remember at this point in our sport vehicles are not designed to be jumped at speed and the potential for a nose in on landing or a flat on roof landing could cause a static sudden stop with chest and neck injury's

##### **These situations can very much reduced if there is**

- i) A turn onto the vertical face, I.e., left- or right-hand approach onto the vertical face
- ii) If there is a hill climb leading up to the vertical face pushing load onto rear wheels
- iii) The surface is slippery
- iv) 4/ Speed is reduced by the design of the approach

##### **3. Rolls**

Roll over were the vehicle and its Occupants could come to a sudden stop / Static stop on roof wheels or side suddenly/ quickly, this can cause neck, spinal and other body injury's

**These situations can very much reduced if there is:**

- i) there are no Trees/ obstacles including opposing banks in the path of the roll that would stop the vehicle suddenly
- ii) Room to drive out of a potential roll, so preventing the roll all together
- iii) The section is designed so any potential roll is sideways rather than nose to tail

Nose to tail have the potential for high injury due to suspension compression pan cake landing and roof landings no suspension give.

**REMIT 23**

***Existing***

**9.2 CREW RULES**

*E) Competitors are reminded of the dangers of competing with exposed limbs, and a short sleeved shirt be worn as minimum clothing, preferably fire resistant. Jandals and bare feet are banned.*

*F) Fire protective clothing, it is recommended that all competitors wear fire resistant or fireproof undergarments or overalls or both, to cover legs, full body and arms.*

**CHANGE TO:**

**9.2 CREW RULES**

F) a) Fire protective clothing, it is compulsory that all competitors wear fire resistant or fireproof undergarments or overalls to cover your entire body from the neck down. For examples of acceptable clothing please visit the "Safety" section on our website (insert link here). Fire protective clothing is defined as "garments made from purpose designed fabrics with 'built-in' self-extinguishing properties. Fire retardant overalls are acceptable. The material must be identified on the manufacturers' label with common examples being; Nomex, CarbonX, Proban®, ProTek®, Pyrovatex®, Aramid fibres etc. or certified to the standards FIA 8856-2000 OR FIA 8856-2018".

b) It is strongly recommended you do not wear any flammable clothing such as PVC over top of your fire protective clothing.

**REMIT 24**

Proposed by Kevin Hermansen

Add to: 1.3 Results

E) The scorer will post lughtime results at the scorers caravan to inform competitors and spectators of current placings. Halfway through the event.